



# THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION



## SEISMIC SAFETY SOONER

### PREVIOUS OPENING PLAN

The original Bay Bridge's westbound lanes are directly in the path of the eastbound lanes of the new East Span. Westbound motorists would have started driving on the new span while eastbound traffic would have stayed on the original bridge. Workers could then demolish the old westbound lanes and finish the new eastbound roadway during four to six months of construction.

### OAKLAND TOUCHDOWN DETOUR

A plan to realign traffic lanes and build detours just west of the toll plaza will allow engineers and construction crews to complete those new eastbound lanes while work continues on the rest of the East Span; this approximately 1,000-foot-long stretch of the new Bay Bridge is called the Oakland Touchdown. By implementing these detours for the next two years, the entire bridge will open to the public earlier than previously scheduled. The detours will allow construction crews to work between the existing and new bridges to complete the new eastbound lanes, which is not possible without the traffic realignment. Eastbound traffic will begin using the detour in May 2011 while westbound will start in early 2012. More information will be provided prior to the traffic shifts.

### OAKLAND TOUCHDOWN PHASE I - COMPLETED

Much of the work on the Oakland Touchdown—which has always been designed to be built in two phases—has already been completed. The entire westbound deck and half of the eastbound deck have already been built; the eastbound lanes were always meant to be the final piece of the puzzle after all other construction work had been completed. Now the Oakland Touchdown will keep pace with the Self-Anchored Suspension Span and the Yerba Buena Island Transition Structure and will bring a seismically safe bridge to completion faster.

### STAY INFORMED!

For the latest information, important lane closure details and animated simulations, visit [BayBridgeInfo.org/OTD\\_Detour](http://BayBridgeInfo.org/OTD_Detour).

### Detours Will Allow Completion of Eastbound Roadway and Opening of Entire Bridge in 2013



For more information, visit:

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español, por favor visite:  
如需更多中文資訊，請見：

[BayBridgeInfo.org](http://BayBridgeInfo.org)

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## FINISHING THE OAKLAND TOUCHDOWN

To finish the Oakland Touchdown, current westbound traffic must be shifted out of the way, which means eastbound traffic must be moved first. Crews will realign eastbound lanes first, building a detour to the south of the current roadway. Once eastbound traffic has been safely shifted, workers will build onto the existing westbound

structure to accommodate the detour. With westbound traffic out of the way, crews will surgically remove the conflicting section of the original bridge and finish building the new bridge's Oakland Touchdown. This construction will occur in the middle of more than 250,000 vehicles that use the bridge every day.



**1**  
SHIFT TRAFFIC ONTO EASTBOUND DETOUR



**4**  
DEMOLISH PORTION OF EXISTING BRIDGE



**2**  
CONSTRUCT WESTBOUND DETOUR



**5**  
CONSTRUCT EASTBOUND OAKLAND TOUCHDOWN



**3**  
SHIFT TRAFFIC ONTO WESTBOUND DETOUR



**6**  
SHIFT ALL TRAFFIC ONTO NEW BRIDGE